

Capacity and Extension of Solot Railway
in North East Hungary

a. Line Status:

1. Terminal Points

Belmont - Nagyata - Ujcsanak - Iskolnok

Belmont - Nagyata - Single track line of estimated 24 long for axle loading capacity.

Nagyata - Ujcsanak - was at one time double track; modernization has reduced this to a single track line at present. Plans were completed in 1956 to re-lay a second track but a shortage of necessary materials has prevented this.

Ujcsanak - Iskolnok - This line was a continuation of the above Nagyata - Ujcsanak line and was formerly double track. It is believed to be single track at the present time with plans to complete double tracking in the second five year plan period.

Belmont - Csakod - Iskolnok

This line is double track the entire distance.

Iskolnok - Puspokladany - Karasz

This line is single track. Double tracking has begun and exists from Iskolnok to Karasz. From Karasz to Puspokladany it is single track with a second track under construction. Construction is going very slowly. From Karasz in the direction of Puspokladany there exists a long siding with entrance only from the west end at Karasz. Assistant Air Attache, Major Ryan, describes the roadbed under this siding as too weak to enable it to be converted to a second line by opening the eastern end.

Puspokladany to Beltsanak

Second track is currently under construction. Work on this second track is going very slowly.

Beltsanak - Kiskorcsanak - Zebegeny

Beltsanak - Kiskorcsanak - single track standard gauge line with reports of a track bed and bridge wide enough for a double track.

Kiskorcsanak - Zebegeny - single track standard gauge line. A report in 1955 stated that a roadbed sufficient to handle two tracks was in existence on this stretch although no second track had been constructed. No confirmation of this report.

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Komarno - Jankov - double track, one track of standard gauge and the other track of Soviet broad gauge rail.

Debrecen - Békéscsab - Miskolc - Budapest - Jankov

Debrecen - Miskolc - single track standard gauge line.

Budapest - Jankov - one standard gauge line and possibly one Soviet broad gauge line. Reports state there are 8 km. of broad gauge.

Major Nym, who observed this area as late as November 1957, reported no broad gauge line in existence on this line.

ii. There is no information available on current construction of double track line on any of the lengths of railroad line listed in (a,i.).

iii. Debrecen - In early 1956 work was begun to expand the classification yard. The station had 40 tracks of 130 axle capacity. These were to be lengthened to accommodate 150 axle trains and 10 additional tracks were to be constructed with each having a 150 axle capacity. New dump sites were being arranged for the new lines and all rail was being converted to 48.3 kilograms per meter.

Érdőváros Capacity was expanded between 1952 and 1956 from 20 tracks of 120 axle capacity to 28 tracks with 150 axle capacity with total storage capacity estimated at 3,500 axles by a Hungarian source. Expansion plans are reported to include new standard gauge tracks with parallel broad gauge tracks to facilitate transloading. If true this report would verify the numerous reports of plans to extend the broad gauge line from Komarno to Nyíregyháza.

b. Signalling Installations

i. Color light signalling (square signal with 4 separate lights, one red, one green and two yellow) is used only in limited places in Hungary:

- a. Major stations in Budapest
- b. The Budapest-Cegléd line
- c. Possibly on the Budapest-Szombathely line
- d. Budapest - Gedele line
- e. Under construction in the Budapest - Győr line
- f. Budapest - Kistelek
- g. Budapest - Tatacska

During the course of the second five-year plan 200 km of line will be converted to automatic block signalling.

Reports indicate that the Budapest - Cegléd line was converted to

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"the most modern signalling equipment.... A control panel shows trains on the sidings, and moving lights indicate the route of approaching and leaving trains." This system is designed to enable two-way traffic to be worked on either track.

ii. Possibly Budapest - Szechenyifuror and Budapest - Győr

iii. No information on distance between block posts.

iv. No information

e. Transshipment Stations

1. At Komoro there is an oil transloading facility of 2,200-2,400 tons (other reports estimate as high as 3,000 tons) daily capacity. The yard consists of 9 double tracks (9 broad and 9 standard gauge tracks) of 80 meter length. Construction is anticipated of 4 additional tracks of 150 meters length. The pumping installation is capable of transshipping, simultaneously, 10 cars. Reports also indicate that iron ore is transloaded here.

Tupper - This small station is reported as a transloading point for wheat and occasionally other grains. Method of transfer is gravity chute from one raised car to the other gauge car on a lower level. Capacity of 2,000 - 2,500 tons a day.

Therobsted - Reports have indicated that this yard consists of about 20 standard gauge tracks and 20 broad gauge tracks which are raised 150 cm higher than the standard gauge. Each track is reported to be about 150 meters high. It is believed that this yard is confused with the newly constructed yard at Zahony.

ii. Munkacs - (Zahony Mateszalko Line)

Broad gauge line is reported as running parallel to the standard gauge line from Zahony southwest to Munkacs, a distance of 8 kilometers. The rails are reported as 20 meters long, 50 kilograms per meter, with a track capacity of 25-28 metric tons per axle. Ballast is cinders with plans to change to crushed rock. Munkacs has a current capacity of 200 - 300 cars per day. Plans are to increase this capacity to 3,000 cars per day in 5 years (this would make it comparable to the current capacity of Zahony). Maximum speed on this line is 80 km per hour with maximum curve radius of 400 meters, and a maximum grade of 5-6 meters in one thousand meters (1/2 of 1 percent grade). Although this description seems reasonable and comprehensive, Assistant Air Attache, Major W. A. reports as broad gauge line.

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iii. Luhov1. Luhov Road Facilities

- a. Original yard facilities in 1952 consisted of 10 or 12 standard gauge tracks of 180 axle capacity with 42.3 kilogram per meter rail. From 1952 to 1956 a freight receiving yard of 20 tracks 180 axle capacity, with 45.3 kilogram rail was completed. During this same period the original 42.3 kilogram rail was replaced with 45.3 kilogram rail and a third yard was started. By 1956 this third yard, a freight transfer yard with change of gauge facilities, had 20 tracks (10 standard gauge alternating with 10 broad gauge) completed. When construction is completed there will be an additional 20 tracks making a total yard capacity of approximately 70 to 72 tracks. Ballast will all be 50 centimeter crushed stone with wooden ties throughout. Current sketches from 3 different sources would tend to substantiate a figure of approximately 50-53 tracks as presently available, with reports of continued construction substantiating the addition of more tracks (possibly an additional 20 tracks, as reported). No hanging facilities are in the yard at present. All switching done at Luhov is apparently carried out with locomotive. Switching operations are held to a minimum leaving this until cars arrive in Debrecen.

b. Facility Capacities

<u>Year</u>	<u>Capacity Per Day</u>	<u>Method of Transfer</u>
1947-1949	400-600 tons	Hand labor
1950-1953	1500-6000 tons	Intensive labor and partial mechanization
1954-1955	7000-7300 tons	Intensive labor - new electric cranes - better organization
1956	9100 tons	Maximum capacity with existing transfer methods.
1957	19000 tons freight 1000-3000 tons of oil	This includes utilization of facilities at Fiszabond and Fuzsog and Emsere, plus the expanded facilities at Luhov.

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2. Car changing building - (No on map to CSIR 3,677,367)

Length of building, about 140 meters. 12 cars can be converted from one gauge to another in 3 hours. Many reports indicate that 15 minutes per car is about average for changing tracks on passenger cars.

3. Coke Chute - capacity of 10 to 14 cars per hour.

4. Two transloading platforms (gravity chutes with hand labor providing actual movement of goods) - one Hungarian car loaded in 8 minutes.

5. Refrigerators of 60 to 80 ton capacity. One of 120 ton capacity.

Engage - Oil pumping equipment with a daily capacity of 2,200-2,400 tons. Electric pump (or pumps) of 3000 lit/min. capacity.

Engage - 2000 - 2500 tons of grain per day.

d. No information on reliable operations of the capacity on these lines.

e. (New item of interest in the area.)

New Railroad Border Crossing Point with Russia.

In August 1956 reports were received that a narrow gauge line was being constructed at Fehervarant, which would extend E.E.E. into a rich apple exporting area, and which was obviously for use as an agricultural outlet to Hungarian markets. Reports have been received that the rail line will follow a parallel route with highway No. 476 to the village of Timbacs on the USSR border. A bridge has been constructed across the Tisza river and the roadbed was reported by a Hungarian source to be strong enough to handle heavy train loads. If this track were converted to standard or broad gauge track by increasing the distance between rails, it could provide an alternative access route into Hungary from the USSR. Major Ryan reports that this is not a heavy roadbed, but a low capacity, narrow gauge line laid hastily on a smoothed path with little roadbed preparation.

with a possible terminal point of Vylak in the Ukraine.

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